

INFORMATION REPORT

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8. The locomotives were inspected after each trip, but the inspection was superficial, running no more than 10 minutes. However, after every 30 thousand kilometers the locomotives received a thorough inspection in which boilers and fire boxes were checked, etc. There was a large locomotive repair shop at Topki, which was capable of major repairs such as replacing boilers. There was a similar shop in the mining town of Ustyat ^[sic].
9. The locomotives burned coal rather than wood. They carried 22 cubic meters of water and about 10 to 12 tons of coal.
10. Crews on the trains consisted of an engineer, fireman, and a helper. There were also from three to six brakemen. The reason for the large number of brakemen was that although some of the cars had air hoses, most had only hand brakes. The hopper cars all had air hoses.
11. Until 1934 there was no such thing as automatic coupling. The coupling of cars was done on a hand basis, but use of automatic couplers was started in 1934 and the line is probably completely automatic as of 1954.
12. The terrain over which the railroad operated was extremely flat and there were no bridges. There was only one small ridge which a train had to cross, but it was an extremely low grade.
13. The major operating difficulties of the road were caused by the extremely severe winters. The temperature would go down to 50 - 60° below zero Centigrade. Blizzards would rage steadily for three to five days and the tracks frequently would be covered by three to five meters of snow.
14. Although the road did have some snow plows and sweeping equipment, in such cases it was necessary to have 300 to 400 workers clear the snow with shovels to reduce it to a depth where the sweeping and plowing equipment would be usable. As to be expected, we also had great trouble with frozen switches and it was necessary to heat them with petroleum fires and thaw them out.
15. Snow began in September and lasted until about the end of May.
16. Tomsk Railroad headquarter in Topki consisted of four divisions; signals, track, locomotives, and traffic. The signal division had about 10 office workers and every 50 or 60 kilometers it would have a three man crew consisting of a mechanic, electrician, and a laborer.
17. The track division had seven or eight office workers and every 12 .. 18 kilometers it would have a crew of six or seven people who would inspect the track and maintain it.
18. There was a large office staff of the locomotive division, 25X1
 about 30 office workers which included the dispatch crews.
19. All of the locomotives and cars in use on the Tomsk Railroad were manufactured in the USSR. all were made in the western section of the country as we had no car or locomotive facilities in Siberia as of 1935. The hopper cars were all built after 1917.
20. Many of the cars were specially designed for the "closed route" and could not be transferred anywhere else by direction. Regular cars, however, could be transferred from line to line.
21. When necessary, extra cars were ordered from the railroad headquarters in Novosibirsk. Headquarters would assign as many cars as were needed for the time required. There were no rental charges for such cars.
22. Since there was such heavy traffic between Magnitogorsk and Kuznetskiy, a new line was built from Novosibirsk to a point about 12 kilometers north of Belovo. This line was single track and as of 1934 was being electrified from Novosibirsk to Belovo.

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23. [] the source of power. [] was probably supplied by power stations in Novosibirsk and Kuznetskiy, operating on coal rather than hydroelectric power. Coal was plentiful and, although the Tom River was available, [] the current was probably too slow.
24. A large new steel mill was completed in Kuznetskiy around 1934 which accounted for the heavy movement of pig iron from Magnitogorsk. [] this installation produced heavy military equipment []
25. The Kuznetskiy steel combine was a very important operation. Reason for my belief that it was producing military equipment was because General Voroshilov visited the plant in 1933.
26. The plant had three or four blast furnaces which were built about 1930 or 1931. The plant itself was just east of Kuznetskiy. There was a new railroad which handled the plant traffic about two or three kilometers north of the main Kuznetskiy railroad station. It was located very close to the Tom River.
27. [] the Kuznetskiy steel combine was designed and built by German engineers. In 1932 or 1933 a large chimney fell and [] a number of the foreign engineers were arrested and shot as "enemies of the state."
28. There is also a large steel combine at Belovo. This has no blast furnaces, but [] it has an open hearth. [] pig iron is also produced in this plant.
29. Another large plant was 12 kilometers southeast of Topki. The installation consisted of a large coke plant which was immediately adjacent to a small railroad station. The plant produced coke for the Magnitogorsk steel plant. The railroad was single track from the coke plant to the main line.
30. The operation also had a large benzol plant. Neither the coke plant nor the benzol plant were identified by any formal name. They were very heavily guarded and no unauthorized personnel were permitted to go near them.
31. There were many slave labor camps along the Tomsk Railroad line and almost all the prisoners were peasants from Ukraine.
32. []

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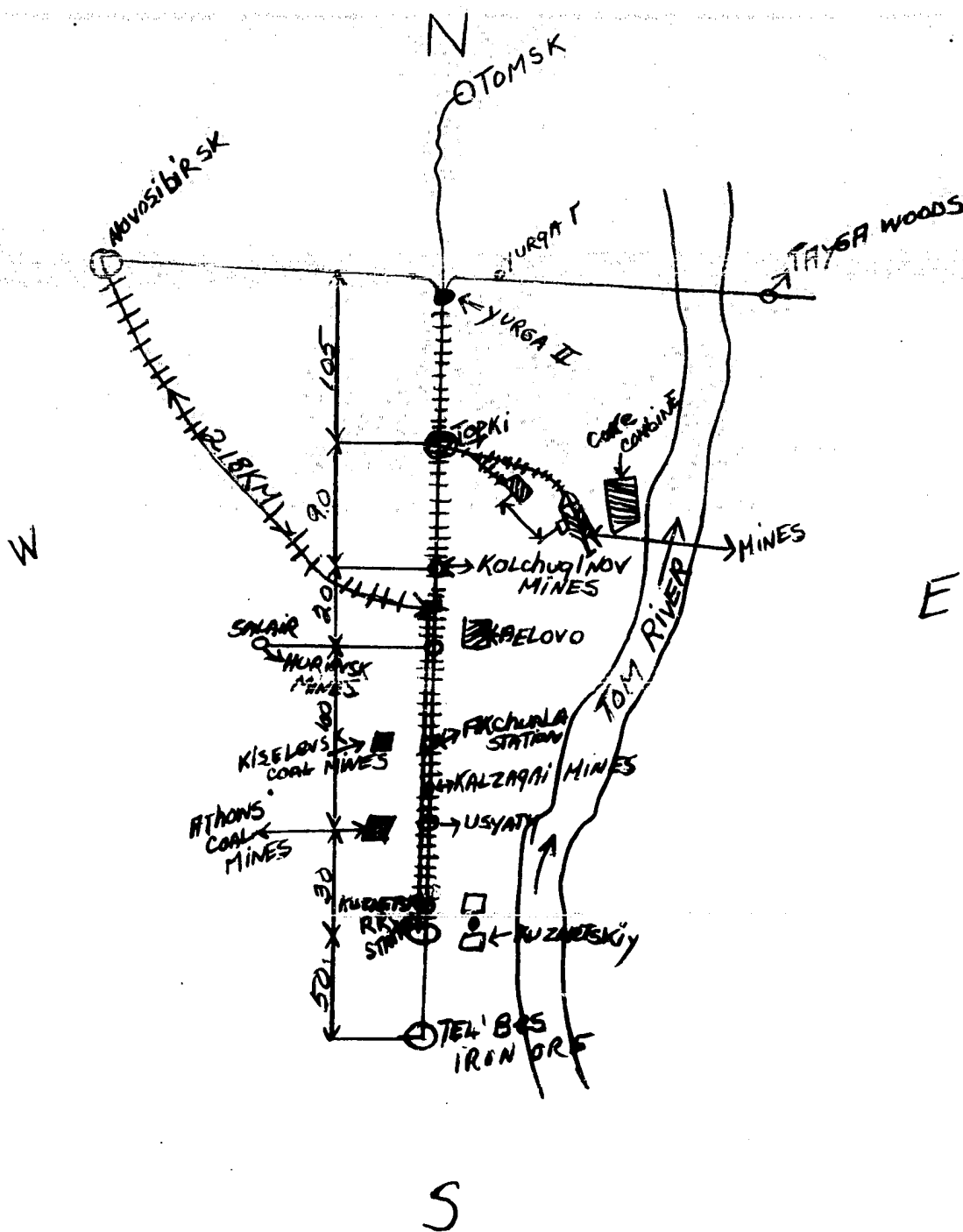
ENCLOSURE (A):- Rough sketch of the Tomsk Railroad. Not drawn to scale.

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